

Rezoning Transportation Analysis

Petition Number: 2020-180

General Location Identifier: Tax ID 08901201

From: Robyn Byers, Ph.D.

Robyn.Byers@charlottenc.gov

704-336-7404

Reviewer:

Eric Lemieux, PE

Eric.Lemieux@charlottenc.gov

704-336-2683

Revision Log:

Date	Description
12-28-20	First Review (EL)
1-21-21	Second Review (EL)
2-24-21	Third Review (EL)

General Review Information

The petition is located adjacent to Penny Way (City-maintained, local street) and Sugar Creek Road (State-maintained, major thoroughfare). The petition is in the Northeast Corridor and is outside Route 4.

Active Projects Near the Site:

- Cross Charlotte Trail (XCLT) Craighead to Tryon Segment 07
 - This project will construct a new shared-use path along Raleigh Street and Dorton Street to Tryon Street.
 - Current phase: Design
 - Project Manager: Stephen Tosco
 - 980-293-0992
 - stephen.tosco@charlottenc.gov
- Cross Charlotte Trail (XCLT) Hidden Valley Segment 08
 - This project will construct a new shared-use path through the Hidden Valley neighborhood from Tryon Street/Dorton Street intersection to Tryon Street/Orr Street intersection.
 - Current phase: Design
 - Senior Project Manager: Sharon Buchanan
 - 980-214-7229
 - sdbuchanan@charlottenc.gov

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located on a State-maintained major thoroughfare road [Sugar Creek Road]. There are two segments of the Cross-Charlotte Trail being designed near this site. CDOT will continue to discuss potential transportation improvements that may improve conditions for the immediate area. Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to relocating

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the Sugar Creek Road curbline to accommodate a buffered bike lane and improving access management in relation to the proposed internal public street network per CDOT's Driveway Manual design standards. The petitioner has committed to providing an 8-foot planting strip and 8-foot sidewalk along all road frontages. The petitioner will be pursuing a request for public right-of-way abandonment, as highlighted on the proposed site plan. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 Dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family (R-5 0.64 acres) Townhomes (R-12 9.29 acres)	3 Dwellings 111 Units	845	General Guidance from Planning
Proposed Zoning	Apartments	200 Units	1,090	Site Plan: 10-22-20

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. ~~**Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.~~

a. ~~**Sugar Creek Road:** Location of curb and gutter needs to be relocated to 41 feet from road centerline to back of future curb, to accommodate a future 4+ Boulevard road cross section with buffered/separated bike lanes.~~

b. ~~**Penny Way Extension:** Location of curb and gutter needs be installed to the intersection with West Sugar Creek Road, as proposed within Section A-A, unless the cross section is otherwise required by the Subdivision Ordinance.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

2. ~~**Traffic Study:**~~

~~A Traffic Impact Study is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.~~

3. ~~Revise site plan and conditional note(s) to commit to dedicate 57 feet of right of way from the Sugar Creek Road centerline, to accommodate a future 4+ Boulevard road cross section with buffered/separated bike lanes. Label and dimension the right-of-way from the road centerline.~~

4. ~~**Outstanding** (site plan dated 2021.01.11) The proposed dwelling units exceeds 12 per acre. Per Chapter 20: Subdivision Ordinance, site plan and conditional note(s) revisions are needed to commit to construct an 8 foot planting strip and 8 foot sidewalk along all public street road frontages; currently the site plan shows this for W Sugar Creek Rd only. The wider sidewalk also meets the Charlotte WALKS Policy.~~

~~Reference (CLDSM standard detail U-03) for street typical.~~

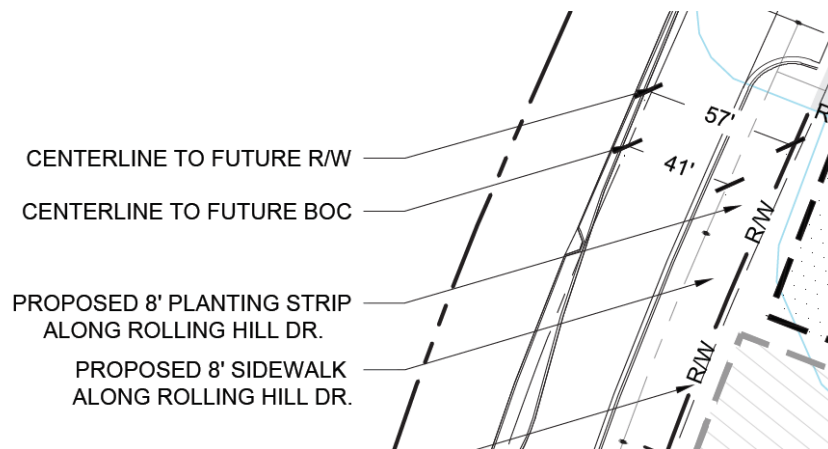
5. ~~Site plan and conditional note(s) revisions are needed to commit to construct bicycle facilities by locating the curb and gutter 41 feet from the road centerline to meet the Charlotte BIKES Policy.~~

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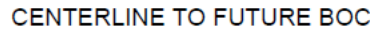
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6. ~~Site plan and conditional note(s) revisions are needed to clarify if the existing paper streets that do not include proposed road improvements will be submitted for potential abandonment review. Refer to Advisory Information #8 for guidance on the right-of-way abandonment process.~~
7. ~~Site plan and conditional note(s) revisions are needed to clarify the limits of the proposed road improvements within the Penny Way Extension paper right-of-way, in relation to the existing parking area that is located behind PID-08901301.~~
8. ~~A site plan note(s) specifying dedication and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~
9. **Outstanding** (site plan dated 2021.01.11) A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
10. **New Comment** (site plan dated 2021.01.11) Site plan and conditional note(s) revisions are needed to clarify that the improvements below pertain to Sugar Creek Road and not Rolling Hill Drive.

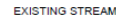


11. **New Comment** (site plan dated 2021.01.11) Site plan and conditional note(s) revisions are needed to provide 8-foot planting strip and 8-foot sidewalk along Sections A-A and B-B, in reference to outstanding issue 4. Dedicate either public right-of-way or a sidewalk utility easement 2-feet from proposed back of sidewalk.
12. **Outstanding Comment** (site plan dated 2021.01.11) Site plan revisions are needed to move the curbline to the 41-foot dimension provided on Sugar Creek Road. The latest site plan (dated 2021-02-22) does not clarify if the existing curbline will be relocated to the future location. Recessing the curbline accommodates for a buffered bike lane facility to be established on Sugar Creek Road. While buffered bike lanes do not currently exist on Sugar Creek Road, this is an area of interest to create this bike facility according to the Charlotte BIKES Policy.

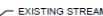
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14. **New Comment** (site plan dated 2021.01.11) Site plan revision(s) are needed to relocate the proposed Public Road A driveways to the intersection with Public Road B, to establish a 3 way intersection. Confirm the Penny Way Extension and Public Road B intersection geometry meets CDOT Site Plan Checklist design standards.



15. **New Comment** (site plan dated 2021.01.11) Site plan revision(s) are needed to relocate the proposed Penny Way Extension driveway to the intersection with Public Road B, to create a 4-way stop-controlled intersection.



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- to be requested for abandonment
- R/W TO BE ABANDONED

- F. PETITIONER AND THE RELEVANT ADJACENT PROPERTY OWNERS SHALL SUBMIT A PETITION TO CDOT REQUESTING THE ABANDONMENT AND CLOSING OF THE UNOPENED RIGHTS OF WAY THAT ARE DESIGNATED ON THE REZONING PLAN. UPON THE ABANDONMENT AND CLOSING OF THE UNOPENED RIGHTS OF WAY THAT ARE DESIGNATED ON THE REZONING PLAN, THE ABANDONED AND CLOSED UNOPENED RIGHTS OF WAY SHALL BE INCORPORATED INTO THE SITE AND THE RELEVANT ADJACENT PARCELS OF LAND.
- G. THE LIMITS OF THE IMPROVEMENTS WITHIN THE PENNY WAY RIGHT OF WAY ARE DEPICTED ON THE REZONING PLAN.
- H. ALL TRANSPORTATION IMPROVEMENTS REQUIRED TO BE CONSTRUCTED BY PETITIONER UNDER THIS SECTION 3 OF THE DEVELOPMENT STANDARDS WILL
- will be subject to the Right of Way Abandonment process that is controlled by North Carolina General Statutes.

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- This site plan illustrates the proposed 56-foot public right-of-way (ROW) and building envelopes for the development. The plan shows the intersection of Public Road A and Public Road B. A red arrow points to a specific location on the proposed ROW, with a red box containing the text "Remove proposed access". The plan also shows the building envelopes for the existing and proposed structures, as well as the 56-foot proposed public ROW. The area is labeled "DEVELOPMENT AREA B".

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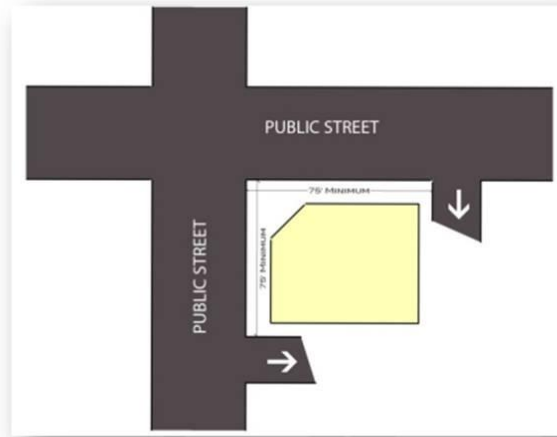


Figure 11: Driveway Placement from Un-signalized Intersections

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte's Driveway Regulations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
7. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>